

Downtown

Downtown Seattle will function as the major central destination of many users of the light rail system, but the introduction of light rail is not expected to cause or require much change in Downtown development patterns. Because the light rail system will run in the existing bus tunnel, development patterns in the Downtown area have already responded to the presence of underground transit activity, accommodating access by pedestrians and encouraging transit use.

Downtown development overall is not spurred by transportation improvements, but rather, by the conditions of the national and regional economy. Therefore, transit itself will not cause additional downtown development on its own. However, the City should review zoning policies in the downtown area to ensure that regulations support pedestrian and transit activity.

While the Downtown bus tunnel has created some change in transit access, usage, and intensity, the introduction of light rail is intended to increase transit ridership in support of anticipated job and housing growth in Downtown. Current planning has placed a great deal of emphasis on improvements to transit, Downtown transit circulation, and a pedestrian environment that supports alternatives to single-occupancy travel. The Downtown transit tunnel and the light rail system are critical to the achievement of the ambitious Downtown Urban Center housing and jobs targets contained in the 1994 *Seattle Comprehensive Plan*.



Located at Westlake Station, Westlake Park is a pedestrian-oriented retail plaza. The underground Westlake station provides subterranean access to major retailers such as Nordstrom, The Bon Marché, and Westlake Center.

SOUND TRANSIT ALIGNMENT AND STATION OPTIONS

The light rail system will utilize the existing transit tunnel and stations.

EXISTING STATION AREA CONDITIONS

LAND USE AND HOUSING

Land uses around the Downtown transit stations primarily consist of commercial offices and parking. Mixed with the office uses are hotels, retail, and multi-family uses, although these uses occupy relatively few acres. Housing in the Downtown area is some of the most dense in the Seattle region. (Since densities are averaged for the entire station area as a whole and do not reflect densities of individual residential parcels, calculated residential densities for station areas may be lower than actual densities.¹). The four Downtown station areas¹ vary in their development character and densities:

- *Convention Place.* Parking occupies the largest number of acres in this station area, and there are significant amounts of office, housing, and retail. Housing in this station area has an average net density of about 40 units per acre, although there are individual multi-family housing development projects that reach densities of up to 90 units per acre.
- *Westlake.* This station area is located in the Downtown's retail and hotel core. Although office uses and parking occupy the largest number of acres in this station area, there is more acreage dedicated to hotel and retail uses here than in the other Downtown station areas. Only a small number of acres are dedicated to housing, and the average net density of residential uses is only 17 units per acre.
- *University Street.* This station area is located in the Downtown office core. Office uses occupy the greatest number of acres compared to other uses (including housing), and this station area has more acres of office uses than the other Downtown station areas. Office density is above 300 jobs per acre. Residential uses have an average net density of 15 units per acre.
- *Pioneer Square.* The Pioneer Square station area has a large number of acres dedicated to office uses, similar to the University Street station. Other uses, including housing, occupy relatively small numbers of acres. Residential uses have an average net density of 15 units per acre for the station area as a whole.

¹ The existing Downtown Transit Tunnel has five stations, four of which are considered Downtown station areas. The fifth tunnel station is the International District station (light rail station #18), analyzed separately.

Downtown Station Areas – Existing Conditions, 1997¹				
	<i>Convention Place</i>	<i>Westlake</i>	<i>University Street</i>	<i>Pioneer Square</i>
Population	1,723	2,012	1,653	1,146
Employment	7,835	44,415	63,288	55,787
Median Household Income (1996)	\$ 22,565	\$ 21,957	\$ 12,558	12,558
<i>Residential Land Use</i>				
Total Dwelling Units	1,416	1,458	1,198	830
Density ²				
Single-family Zones	N/A	N/A	N/A	N/A
Multi-family Zones	90.0	N/A	0.0	0.0
<i>Commercial Land Use</i>				
Total Floor Area (sq. ft.)	11,306,424	24,215,035	27,855,750	21,637,293
Retail/Service	373,517	2,705,825	510,166	754,616
Office	5,009,697	13,767,056	20,951,523	16,457,924
Floor Area Ratio (FAR) ³	3.41	6.56	8.15	7.10
¹ Within a ¼-mile radius of station location.				
² Dwelling units per net acre in specified residential zones. Residential units in non-residential and downtown zones are excluded.				
³ Ratio of non-residential space per net acre of commercial and industrial land use.				

TRANSPORTATION

The Downtown area has a compact street grid that allows for easy pedestrian movement among high-density commercial and residential structures. However, pedestrian movement is restricted between Downtown areas and adjacent neighborhoods. Major highways and arterial streets circling the immediate Downtown area prevent easy pedestrian movements to First Hill, Seattle Center, and the Elliot Bay waterfront.

However, the Downtown Seattle area is well-served by the highways that provide easy regional access and keep some through traffic off Downtown streets. Automobile traffic throughout Downtown and to adjacent neighborhoods is channeled onto major arterials, including 4th and 5th Avenues and University, Stewart, Howell and Pine Streets.

Community Issues

The Downtown area is already well served by transit, but there is interest in optimizing the connections between different modes of travel and improving circulation for alternative modes of travel. Specific issues include:

- *Intermodal Connections.* The *Downtown Urban Center Phase I Report* is primarily concerned with establishing visible and convenient links between the different transit modes.

- *Circulation for Alternative Modes.* The Downtown Urban Center Planning Group is preparing a Downtown Circulation Study to identify actions and strategies that will improve internal Downtown Seattle transit, bicycle, and pedestrian circulation.

1995 Metro Six-Year Plan

Downtown Seattle is the focal point of the City's transit system. Its underground bus tunnel links to express busways that carry commuters to and from outlying areas of the city and suburban cities. Because of its role as the major financial and office center of the City and region, Downtown Seattle will continue to be the focus of transit services.

King County's *1995 Six-Year Transit Development Plan* does not specifically address improvements in transit facilities in the Downtown area because the plan is primarily concerned with restructuring citywide routes based on non-Downtown transit hubs and employment target areas. Transit services to Downtown will be expanded, however, from other parts of the city and region. More specifically, the frequency of buses will be increased along core routes from the following communities:

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|------------------|----------------|-----------------------|
| • Auburn | • Capitol Hill | • Queen Anne |
| • Aurora Village | • Central Area | • Rainier Beach |
| • Ballard | • Federal Way | • Renton |
| • Beacon Hill | • Kirkland | • Shoreline |
| • Bellevue | • Madrona | • University District |
| • Burien | • Northgate | • West Seattle |

PEDESTRIAN AND BICYCLE NETWORK

Downtown Seattle is a popular pedestrian area and destination. Although I-5 runs north-south on the eastern edge of Downtown, separating it from adjacent neighborhoods, several streets allow pedestrian access across the freeway. To strengthen the pedestrian connections between the Downtown core and the Seattle waterfront, several "green streets" are planned. These are designated low traffic routes geared toward enhancing the pedestrian experience through the use of vegetation, increased pedestrian space, special paving and public art. Private development is offered incentives to provide "hillclimbs" in a couple of locations. These would be located at some of the steeper and more heavily-traveled streets (e.g., Marion and Cherry) and could include escalators and arcades to facilitate pedestrian movement up and down the slope.

URBAN DESIGN FEATURES

Each of the bus tunnel stations has its own character relating to the immediate area served:

- *Convention Place Station.* The Convention Center Station serves the area near the Washington State Convention and Trade Center and the Capitol Hill and Denny Tri-

angle neighborhoods. The Denny Triangle neighborhood contains a mixture of dense office development and vacant space, offering great potential to accommodate growth. The area around this station has been rezoned to accommodate the expansion of the Downtown office core.

- *Westlake Station.* The Westlake Station is located beneath Westlake Park, a large public urban plaza. This station serves the Downtown retail core where concentrated retail/entertainment activities, including several major department stores, are located. The Pike Place Market Historic District is nearby.
- *University Street Station.* The University Street Station is adjacent to Benaroya Hall, the new home of the Seattle Symphony, and serves the arts and financial districts, several large banks and office buildings, and the Seattle Art Museum.
- *Pioneer Square Station.* The Pioneer Square Station serves not only the Pioneer Square Historic District but also the “municipal campus,” where the major government offices for the City of Seattle and King County are located. Pioneer Square is an historic district. This station also serves the lower downtown legal and office district (e.g., Columbia Center, Wells Fargo Bank).

Visual Landmarks

Some of the more prominent visual landmarks in and around the Downtown station areas include the Space Needle and the Kingdome, as well as some prominent skyscrapers (e.g., the Washington Mutual Tower, Columbia Tower, Smith Tower, and Two Union Square). Other landmarks include the Pike Place Market, the “Hammering Man” sculpture at the Seattle Art Museum, and the Pioneer Square pergola. In the future, the expanded Washington State Convention Center will be a prominent downtown icon.

Views

There are views of Elliot Bay, ferry traffic, and the Olympic Mountains from the Downtown station areas.

RECENT MARKET TRENDS AND DEVELOPMENT ACTIVITY

MARKET CONDITIONS

Downtown station areas command the highest residential and commercial rents in comparison to other station areas throughout the city. This is explained, in part, by vacancy rates below 5%.

The Downtown area has been slated for extensive high-intensity residential and commercial office development, and many proposed projects are located in the four Downtown light rail station areas.

*Background Report for Light Rail Station Area Planning in Seattle:
Existing Conditions and Future Prospects for Transit-Oriented Development*

Downtown Station Areas – Market Conditions¹				
	<i>Convention Place</i>	<i>Westlake</i>	<i>University Street</i>	<i>Pioneer Square</i>
Rents and Vacancy Rates				
Apartment Rents (sq. ft.)	\$ 1.25	\$ 1.25	\$ 1.25	\$ 1.25
Apartment Vacancy Rate	3.9%	3.9%	3.9%	3.9%
Office Rents (sq. ft.)	\$ 25.83	\$ 25.83	\$ 25.83	\$ 25.83
Office Vacancy Rate	2.8%	2.8%	2.8%	2.8%
Trends in Land Prices²				
Commercial Lots	4.9%	4.9%	4.9%	4.9%
Single Family Lots	N/A	N/A	N/A	N/A
Multi-family Lots	4.9%	4.9%	4.9%	4.9%
Active Permit Applications				
Housing Units	615	715	687	32
Commercial Space (sq. ft)				
Projected 2010 LRT Boardings	1,800	18,000	13,000	5,600
¹ Within a ¼-mile radius of station location.				
² 1985-95 average annual increase, based on sales prices recorded by King County Assessor and reported by zone category.				

RECENT DEVELOPMENT PROJECTS

Due to the strong economy, the Downtown overall has experienced intensive development over the last several years. Land use and density in the four station areas are unlikely to change significantly with light rail, because the transit stations already exist. However, additional transit riders and activity at the Convention Place and Pioneer Square stations may stimulate greater investment and intensity of uses. The Denny Triangle Neighborhood Plan considers three alternatives for increasing density in the Convention Place station area by allowing greater height and FAR.

Redevelopment Potential

Several major projects are under construction in the Downtown station areas, including a new baseball stadium and expansion of the Convention Center. Much of the retail core, including the flagship Nordstrom department store and the Pacific Place shopping mall were redeveloped in recent months and are open for business. A new football stadium will be built just to the south of the Pioneer Square station area. Areas of Downtown which are prime for additional redevelopment include the Pike/Pine corridor running from Capitol Hill to the Pike Place Market, and the Denny Triangle and Denny Regrade neighborhoods, where most of the potential redevelopment sites are located.

The Convention Place station area is a prime redevelopment location, pending on the light rail routing. If light rail does use this tunnel station, development could occur above it - literally in its airspace. On the other hand, if an alternate route for light rail is chosen, this site could become a multi-modal station that would serve as a major transfer point for buses.

Downtown

Major projects in the Downtown station areas include:

- 10 Broad Street
- 1015 Third Avenue
- 2801 First Street
- 2500 Third Street
- Antioch College Expansion
- Austin Bell Building
- Benaroya Hall
- Camlin Block redevelopment
- Carpenter's Unions Building
- Cavanaugh's Inn
- Continental Bental
- Dorothy House
- Eagles Auditorium renovation
- Expeditors International
- Federal Courthouse at 7th/Stewart
- Football Stadium
- Florence Theater, Collins Building
- I. Magnin store redevelopment
- Fountain Court
- Gethsemane Lutheran
- Glen Hotel Apartments
- Harbor House
- Harbor Steps
- Hedreen development
- IBEW redevelopment
- Interpac Hotel
- Julia Apartment redevelopment
- Football stadium
- King Street Center
- King Street Station
- Lenora & Terry
- Mann Building/YMCA renovation
- Mariners' Stadium
- Marriot Hotel/Waterfront Landing
- Metropolitan Park North III office
- Meridian East/Meridian West
- Millenium Tower
- Monaco Hotel
- Montreux
- Nordstrom Flagship Store
- Nordstrom Office Tower
- Olivian Tower
- One Pacific Tower
- Pacific Place
- Paramount Hotel
- Port of Seattle Trade Center
- Roffe Building rehabilitation
- Soundview Apartments
- Samis property rehabilitation
- Starwood Hotel
- The Concord
- Third and Madison Tower
- Trammel Crow
- Union Station redevelopment
- Uwajimaya expansion
- World Trade Center

*Background Report for Light Rail Station Area Planning in Seattle:
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Downtown Station Areas – Recent Projects¹			
	<i>Projects Completed or Under Construction</i>	<i>Projects with Approved Permit</i>	<i>Filed Permit Application or Plan to File</i>
Residential (units)	819	60	1,112
Office (sq. ft)	592,000	1,360,000	1,033,257
Retail (sq. ft)	838,000	15,000	115,092
Theater (seats)	4,020	-	-
Public (sq. ft)	-	-	-
Hotel (rooms)	599	-	400
Exhibition Hall (sq. ft)	-	-	107,000
¹ With a ¼-mile radius of proposed station locations.			

RELATIVE STRENGTH OF DEVELOPMENT MARKETS IN THE DOWNTOWN STATION AREAS

The potential for office and retail development in the Downtown station areas is particularly strong. This expectation is consistent with the Downtown's existing character as a central business district. Even though rents are high, the Downtown attracts major corporate and financial firms that need to be located in a central business district area.

The potential for housing development is more limited because rents are generally lower in areas outside Downtown, including in attractive nearby neighborhoods, such as Capitol Hill and First Hill.

Downtown Station Areas – Relative Market Strength¹ (Ranking: 5 high, 1 low)				
	<i>Convention Place</i>	<i>Westlake</i>	<i>University Street</i>	<i>Pioneer Square</i>
Housing	3	2	2	2
Retail	5	5	3	3
Office	4	4	5	4
¹ Indicates relative strength of market type of station area, compared to other potential station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.				

EXISTING PLANS AND ZONING

PLANNING CONTEXT

The four Downtown station areas are located within the Downtown Urban Center, with the Convention Place station area extending east of Interstate 5 into the First Hill/Capitol Hill Urban Center. The Convention Place station area is situated within portions of the Denny Triangle, Pike/Pine, and First Hill Urban Center Villages. The Westlake station area is located within portions of Denny Regrade and Commercial Core Urban Center Villages. The University Street station area is located entirely within the Commercial Core Urban Center Village. The Pioneer Square station area is located within portions of the Commercial Core and Pioneer Square/Kingdome Urban Center Village.

ZONING

Special zoning designations apply to the Downtown area. These zones provide flexibility in terms of mixed use development, allowing for various types of use mixtures. On designated street frontages, residential and commercial development is required to have a minimum of 75% of the street facade occupied by specified commercial uses that are oriented to pedestrians.

Downtown Station Areas – Potential Development Under Current Zoning Regulations¹				
	<i>Convention Place</i>	<i>Westlake</i>	<i>University Street</i>	<i>Pioneer Square</i>
Residential (units)				
Existing Development	2,987	1,458	1,198	830
Additional Potential Development under Current Zoning Regulations ²	11,066	8,938	1,484	2,033
TOTAL	14,053	10,396	2,682	2,863
Commercial (sq. ft)				
Existing Development	11,306,424	24,215,035	27,855,750	21,637,293
Additional Potential Development under Current Zoning Regulations ²	8,685,085	7,799,261	5,136,844	4,594,461
TOTAL	19,965,542	32,014,296	32,790,964	26,231,754

¹ Within a ¼-mile radius of station location.

² Potential development capacity is based on City of Seattle GIS database and Scenario 2 in the “Zoned Development Capacity” background paper.

NEIGHBORHOOD PLAN ISSUES

Downtown Seattle is already quite dense, with zoning set by the 1985 *Downtown Plan* and amended by the 1989 CAP in some areas. The *Phase I Report* for Downtown makes specific urban design recommendations, including standards for transit signage around stations and

urban design standards for areas around future stations. A Green Streets Policy and Initiation for neighborhood parks is envisioned in Denny Triangle.

In the Pioneer Square Area, urban design is considered key to historic preservation. The Neighborhood Plan includes policies to preserve streetscapes, historic resources, and views to guide the development of public art. The Plan also contemplates incentives for residential development.

STAKEHOLDER PERSPECTIVES

Community members in the Downtown area recognize that light rail will not drastically change the Downtown built environment because the transit tunnel is already operating with buses. Community concerns focus on signage and pedestrian improvements that will optimize station access, as well as Downtown bus and traffic circulation.

STATION AREA DEVELOPMENT OPPORTUNITIES

AVAILABLE OPPORTUNITY SITES BY ZONING DESIGNATION

Most opportunity sites are found in the Convention Place and Westlake station areas, with most parcels and acreage falling into the Downtown Mixed Commercial and office commercial zones. Thus, current zoning provides ample opportunities for mixed use commercial and office development. Although all of the Downtown zones in station areas allow housing, the potential for residential development is more constrained in these areas because there are relatively few acres available in zones that allow mixed use residential development.

DEVELOPMENT CONSTRAINTS

The development market in the Downtown area is strong enough that developers are generally willing to overcome any potential constraints on development.

STATION AREA FORECASTS

POPULATION AND HOUSING

Because of the strong demand for housing (shown in the number of dwelling units in the pipeline and Downtown rents), the mid-point between the *Comprehensive Plan* Extrapolation and the PSRC Existing Trends forecasts was selected. The forecast for the University station area was increased because permits in the pipeline already exceed the *Comprehensive Plan* forecast. Introduction of light rail will alter the amount of development in Downtown.

Downtown Station Areas – Opportunity Sites by Zoning Designation¹								
	Convention Place		Westlake		University Street		Pioneer Square	
	<i>Parcels</i>	<i>Acreage²</i>	<i>Parcels</i>	<i>Acreage²</i>	<i>Parcels</i>	<i>Acreage²</i>	<i>Parcels</i>	<i>Acreage²</i>
NC3-65	11	2.03	-	-	-	-	-	-
NC3-85	4	1.34	-	-	-	-	-	-
NC3-160	-	-	-	-	-	-	2	0.50
MR	1	0.12	-	-	-	-	-	-
HR	4	0.94	-	-	-	-	1	0.22
DMC-240	32	7.11	32	4.95	8	1.80	2	0.46
DMC-125	4	1.09	8	1.29	1	0.15	-	-
DOC2-300	61	15.43	43	11.06	-	-	-	-
DOC2-240	-	-	-	-	4	0.77	15	2.53
DMC-160	-	-	-	-	4	1.92	8	1.12
PSM-100	-	-	-	-	1	0.12	12	1.86
DRC85-150	-	-	21	4.84	6	1.49		
PSM-100-120	-	-	-	-	-	-	1	0.23
DOC1-450	-	-	2	0.71	20	7.48		
IDM-100-120	-	-	-	-	-	-	4	0.83
TOTAL	117	28.05	106	22.49	18	3.88	45	7.73
¹ Within a ¼-mile radius of the station location.								
² Based on City of Seattle GIS database.								

EMPLOYMENT AND COMMERCIAL FLOOR AREA

As with population and housing, the mid-point of the *Comprehensive Plan* Extrapolation and the PSRC Existing Trends forecasts for floor area and employment in the existing Downtown stations was selected. Market demand is strong, and rents are now approaching levels that will cover the costs of new construction Downtown. The current site of the Convention Place station has substantial potential for air rights that could become available pending decisions regarding the location of that station. The strength of the Downtown market is helping drive some redevelopment around the Pioneer Square station, including several properties owned by the Samis Foundation.

LAND USE IMPACT OF LIGHT RAIL

The land use impacts of “rail without supportive policies” will be negligible in the four Downtown station areas. The stations are already built and provide improved access through a rubber-tired system operating in the Downtown transit tunnel. The improved access provided by light rail transit, compared to buses, will probably not be great enough to alter Downtown development patterns.

LAND USE IMPACTS OF LIGHT RAIL WITH SUPPORTIVE POLICIES

The potential strategies for Downtown will focus on the Convention Place station that may require zoning changes to accommodate more mixed uses and the formation of partnerships to develop the site. Parking policies to support higher densities Downtown are already in place, including no parking requirements for new residential units.

Given the strong development interest in the Downtown area and zoning that allows high densities, the proposed development strategies could alter the form, but not the overall levels, of new development in the “rail only” forecasts.

POTENTIAL DEVELOPMENT STRATEGIES

The approach for the Downtown station areas is to ensure that new development is supportive of transit and pedestrian activity. The overall development strategy for the Downtown station areas can be summarized as follows:

- *Mixed Use.* Incentives for mixed use and live-work units can help encourage the appropriate mixture of uses. Downtown zoning is flexible about mixed-use and comprehensive regarding pedestrian environment, using both development standards and incentives. There are no parking requirements or density limits for housing. A minimum density requirement has been proposed in neighborhood planning recommendations.
- *Pedestrian Environment.* The Downtown already has a “green streets” program, but the station areas can be made even more supportive of pedestrians. Design guidelines can address station-specific orientation/access to best accommodate pedestrians. Removal of buses from the Downtown Seattle Transit Tunnel and returning them to City streets once light rail begins to use the tunnel is a major issue.
- *Parking Management.* There currently are maximum limits on the amount of parking that can be provided for non-residential uses in private development, similar to Portland’s provisions (about 1 space per 1,000 square feet of office). There is no requirement for housing. Varying amounts of retail floor area are exempt from parking requirements, depending on the level of transit accessibility in different locations. Existing programs will need to be evaluated, and recommendations for improvements will be made.
- *Economic Assistance.* The Mayor has proposed a multi-family property tax abatement program that would be available for new or substantial rehabilitation projects near Convention Place Station.

Downtown Station Areas – Market Forecasts, 2020¹								
	Convention Place				Westlake			
	<u>1997</u>	<u>1997-2020 Growth</u>			<u>1997</u>	<u>1997-2020 Growth</u>		
		Without LRT	With LRT Only	LRT and Supportive Policies		Without LRT	With LRT Only	LRT and Supportive Policies
Population	4,122	3,600	3,600	3,600	2,012	2,850	2,850	2,850
Dwelling Units	2,987	2,400	2,400	2,400	1,458	1,900	1,900	1,900
Employment	12,441	18,230	18,230	18,230	44,415	16,370	16,370	16,370
Commercial Floor Area ²	11,306	5,470	5,470	5,470	24,215	4,910	4,910	4,910
	University Street				Pioneer Square			
	<u>1997</u>	<u>1997-2020 Growth</u>			<u>1997</u>	<u>1997-2020 Growth</u>		
		Without LRT	With LRT Only	LRT and Supportive Policies		Without LRT	With LRT Only	LRT and Supportive Policies
Population	1,653	750	1,200	1,200	1,146	1,050	1,110	1,110
Dwelling Units	1,198	500	800	800	830	700	740	740
Employment	63,288	3,330	3,330	3,330	55,787	9,200	9,660	9,660
Commercial Floor Area ²	27,856	1,000	1,000	1,000	21,637	2,760	2,898	2,898
¹ Within a ¼-mile radius of the station location.								
² Square feet (in thousands); includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities.								

The table of potential development strategies on the following page shows high-priority and recommended actions for the Downtown station areas. Because the local real estate market is strong, it may not be necessary to use economic assistance or pilot projects to stimulate development. However, there is potential for a development partnership with Washington State regarding the Convention Center at the Convention Place station site.

Potential Development Strategies: Downtown Stations (14-17)

Strategy	Potential Action	Comments
Land Use Tools	●	<i>Provide zoning to accommodate mixed use/joint development at Convention Place station; modify design guidelines to address station-specific orientation and access incentives.</i>
Pedestrian Network	✓	<i>Continue “green streets” program.</i>
Parking Management	?	<i>Evaluate need for additional parking controls in selected locations.</i>
Economics/Financial Assistance	?	<i>May be needed for up-front improvements at Convention Place station to facilitate joint development.</i>
Regulatory Process	○	<i>Provide expedited review/SEPA clearance for TOD projects.</i>
Local Transit Service	✓	<i>Coordinate service changes with King County Metro, including future use of Convention Place station.</i>
Development Partnerships	?	<i>Further air rights/ abandonment/ joint development planning needed at Convention Place.</i>
Pilot Projects		

- | | |
|--|---|
| ✓ = Supportive Policy/Program in Place
● = High Priority Action
○ = Recommended Action
? = Further Study Required | TOD = Transit-Oriented Development
POZ = Pedestrian Overlay Zone
RPZ = Residential Parking Zone |
|--|---|